

Mr. Speaker, I rise to recognize First American Title Company as a leader in the community. I urge my colleagues to join me in wishing them many more years of continued success.

# A GIANT LEAP FOR MANKIND

**HON. STEPHEN HORN**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. HORN. Mr. Speaker, today is the 30th anniversary of man's first steps on the moon. Everyone recognizes the historical importance of the Apollo 11 mission. But we must keep July 20, 1969, from fading from our thoughts as just another date in the history books. The 30th anniversary of the moon landing gives us an opportunity to revisit the drama and sense of wonder that accompanied that momentous occasion.

Although the Soviet Union was first to put a man into space, President Kennedy upped the ante dramatically when he challenged our nation in 1961 to land a human being on the moon before the end of that decade. When our nation fulfilled that goal, it not only demonstrated our technological superiority, but also the patriotism and dedication of the American people.

The success of the Apollo program was a testament to the hard work of many Southern California aerospace workers. Rockwell's production facility in Downey—now owned by Boeing—produced Apollo 11's Command and Service Modules. The energy, enthusiasm, and bold innovation of the aerospace workers in our area was a key component of our nation's fulfillment of President Kennedy's challenge. They brought worldwide recognition to Southern California as a leader in aerospace technology, a reputation that deservedly continues to grow today.

Since aerospace technology has progressed so much in the past three decades, it is easy to forget how incredible a feat the moon landing was in 1969. It is still remarkable. The Saturn V launch vehicle for the Apollo 11 mission contained 960,000 gallons of propellant—enough fuel for a car to drive around the world more than 400 times. The engines of the Saturn V launch vehicle had combined horsepower equivalent to 543 jet fighters.

Recent reports of an alternate speech that President Nixon was prepared to deliver in case of a disaster in the moon mission remind us how potentially dangerous the mission was. The possibility was very real that something could go terribly wrong with the mission, stranding Neil Armstrong and Buzz Aldrin on the moon. For their courageous willingness to sacrifice, they deserve our continuing gratitude and admiration, as do all of our men and women who have traveled into space.

Our mission of space exploration continues today. The research conducted during space shuttle flights and on the International Space Station brings a wide range of benefits to our lives on Earth, from health care improvements to innovations in industrial processes. And unmanned exploration modules, such as the Pathfinder which went to Mars, expand our knowledge of our universe to a previously unimagined degree. Our space program has achieved things that generations of people

never contemplated. If we keep a strong commitment to space exploration now, future generations can turn the science fiction of today into the reality of tomorrow.

## COLORADO SENATE JOINT MEMORIAL 99-003

**HON. BOB SCHAFER**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, July 20, 1999*

Mr. SCHAFER. Mr. Speaker, federal highway demonstration projects should be eliminated. That is the official position of the State of Colorado as established by Colorado Senate Joint Memorial 99-003 which was recently adopted by the Colorado General Assembly.

The Memorial directs the federal government to replace specific demonstration projects with a state block grant program for distribution of funds remaining after formula distribution. Mr. Speaker, Congress should keep in mind, federal fuel tax funds belong to the people of America residing in the several states. State governments, being closer to the people are clearly better able to distribute and spend these revenues on highway projects more consistent with local priority.

Colorado's position on this matter is one shared by many states and by many Members of Congress including me. On the basis of Colorado's SJM 99-003, I urge my colleagues to consider a more state-centered approach to highway fund redistribution. I am sufficiently persuaded, Mr. Speaker, Colorado can do a much better job and more efficient job of prioritizing federal highway funds than can the politicized methods of Washington, D.C. I ask our colleagues, Mr. Speaker to fully consider the directives issued by the Colorado General Assembly through SJM 99-003. Furthermore the wisdom of our state legislators should figure prominently in the national policy we construct here on the House floor.

Mr. Speaker, I hereby submit for the RECORD a copy of SJM 99-003 and commend State Senator Marilyn Musgrave and State Representative Ron May for their sponsorship of this important Resolution. Their leadership in the area of transportation has proven valuable in furthering the economic stability of our Great State. Moreover, the entire General Assembly of Colorado has once again established itself as a forceful leader in effecting national policy.

### SENATE JOINT MEMORIAL 99-003

(By Senators Musgrave, Hernandez, Nichol, and Powers; also Representatives May, Hoppe, Kaufman, Kester, Larson, Lee, McElhany, Nunez, Scott, Sinclair, Swenson, Taylor, T. Williams, and Young)

MEMORIALIZING CONGRESS TO ESTABLISH A BLOCK GRANT PROGRAM FOR THE DISTRIBUTION OF FEDERAL HIGHWAY MONEYS, TO USE A UNIFORM MEASURE WHEN CONSIDERING THE DONOR AND DONEE ISSUE, TO ELIMINATE DEMONSTRATION PROJECTS, AND TO EXPAND ACTIVITIES TO COMBAT THE EVASION OF FEDERAL HIGHWAY TAXES AND FEES

Whereas, Due to the dynamics of state size, population, and other factors such as federal land ownership and international borders, there is a need for donor states that pay more in federal highway taxes and fees than they receive from the federal government and for donee states that receive more mon-

neys from the federal government than they pay in federal highway taxes and fees; and

Whereas, The existence of such donor and donee states supports the maintenance of a successful nationwide transportation system; and

Whereas, There should be a uniform measure when considering the donor and donee issue, and a ratio derived from the total amount of moneys a state receives divided by the total amount of moneys that the state collects in federal highway taxes and fees is a clear and understandable measure; and

Whereas, Demonstration projects are an ineffective use of federal highway taxes and fees; and

Whereas, All moneys residing in the federal highway trust fund should be returned to the states either for use on the national highway system or nationally uniform highway safety improvement programs or as block grants; and

Whereas, The state block grant program should allow states to make the final decisions that affect the funding of their local highway projects based on the statewide planning process; and

Whereas, Only a reasonable amount of the moneys collected from the federal highway taxes and fees should be retained by the United States Department of Transportation for safety and research purposes; and

Whereas, States with public land holdings should not be penalized for receiving transportation funding through federal land or national park transportation programs, and such funding should not be included in the states' allocation of moneys; and

Whereas, The evasion of federal highway taxes and fees further erodes the ability of the state and the federal government to maintain an efficient nationwide transportation system; now, therefore, be it

*Resolved by the Senate of the Sixty-second General Assembly of the State of Colorado, the House of Representatives concurring herein:*

(1) That, when considering issues related to donor and donee states, the federal government should adopt a ratio derived from the total amount of moneys a state receives in federal highway moneys divided by the total amount of moneys the state collects in federal highway taxes and fees; and

(2) That all demonstration projects should be eliminated; and

(3) That after federal moneys have been expended for the national highway system and safety improvements, a state block grant program should be established for the distribution of the remaining federal moneys; and

(4) That it is necessary to expand federal and state activities to combat the evasion of federal highway taxes and fees. Be it

*Further Resolved*, That copies of this Joint Memorial be transmitted to the President of the United States Senate, the Speaker of the United States House of Representatives, and to each member of Colorado's delegation of the United States Congress.

RAY POWERS,  
*President of the Senate.*

PATRICIA K. DICKS,  
*Secretary of the Senate.*

RUSSELL GEORGE,  
*Speaker of the House of Representatives.*

JUDITH M. RODRIGUE,  
*Chief Clerk of the House of Representatives.*